

50X1-HUM

REPORT

CD NO.

DATE DISTR. 18 Feb. 1952

NO. OF PAGES 3

NO. OF ENCLS. 1
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

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THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON

THIS IS UNEVALUATED INFORMATION

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1. Location and layout:

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2. The reconstruction of the plant was completed in the Spring of 1947 but the production was not yet started in September 1947. Two test stands for power plants (about 6 x 6 meters) and allegedly a wind tunnel, about 4 meters square, were being constructed.

3. Laboratory:

It was detached from the plant and located near Moscow. The persons employed there, such as statistician Aikele, arrived by truck on Sunday and were brought back on Saturday. [redacted]

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- a. The activity in the laboratory was to be intensified. The demands of the research institute were usually met with preference to those of other departments. The results of the research work were immediately taken by the Soviets. The preparation work [] for a laboratory in the plant area was apparently of little interest to the Soviets. []

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bottles.

[illegible]

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4. Flying activity:

The pilots assigned to the plant had assembled a glider which was towed by planes from the vicinity of Moscow. They flew toward Podberezhe and landed south of the village. Aircraft [redacted] occasionally landed on the Moscow lake bay. The crews were allegedly Soviets and Germans who, every time, spent the night in Podberezhe.

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5. [redacted]

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6. Flying activity:

A glider towed by a biplane was observed several times. The glider, [redacted] was the size of a conventional small glider and its wing span was a little larger than that of the biplane. The glider train regularly approached from the south at an altitude of about 300 meters. The glider was released over Podberezhe, soared in the visibility range, sometimes for up to two hours, and returned southward. No conventional aircraft or other flying activity was observed over Podberezhe.

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7. The [redacted] of jet fighters (on the assembly line) started in Podberezhe in late 1946/early 1947. Wings, fuselages, rudder assemblies and landing gears were manufactured there. [redacted]

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The manufactured aircraft parts were shipped by rail or water to Moscow. (Turbine steamers plied on the Volga canal between Moscow and Kimry.) In Moscow the aircraft were assembled and test flown.

8. [redacted]

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9. Production:

- a. In the workshop (d) were four or five fuselages on which no work was done.

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- b. [redacted] individual parts were manufactured. [redacted] aircraft were to be manufactured later.

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10. Work force:

Eight hundred German engineers and experts, 800 to 1,000 Soviets, including many wearing white smocks. Fifty percent of the work force were women. They were working in one shift except for the laborers in workshop (d).

11. Power supply:

From power plant (item 12).

[redacted] Comment:

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- a. The deported Air frame group of the former Dessau Junkers Special Bureau I and the other air frame experts of the Heinkel and Siebel Plants are stationed in Ivankovo-Podberezhe (part of which is also designated Novostro). The presence of Aikele in the plant was reported in February 1949.*

- b. The assembly line production of jet fighters mentioned in para 7 is considered wrong as it is at variance with several previous reports. The plant

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was a developmental and testing plant until 1948

and no mass production was done there.

it must, however, be assumed that preparations for mass production are under way.

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c. The mentioned chemist is probably Dr. Burmeister, former manager of the Ballenstedt rubber Plant, who, in charge of rubber protected containers

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